

Route 28 Station South – Study Area

Draft Concept – February 2, 2011

Introduction

The preliminary draft concept for the Route 28 Station-South Study Area is drawn from several sources: the Route 28 Station-South Study Working Group's efforts and their vision for the study area; existing, zoned and planned development potential; the George Mason University Center for Regional Analysis forecasts; Fairfax County's Transit Oriented Development (TOD) Policy; and preliminary staff analysis.

The Comprehensive Plan area-wide recommendations for the Route 28 Station-South Study Area will be updated to compliment Fairfax County policy changes since the last update to the Plan ten years ago and to be consistent with area-wide recommendations recently approved or under review for other TOD areas in the county. These recommendations will include updates to or additions of sections concerning the following: land use, transportation, environmental stewardship, public facilities and urban design.

The Comprehensive Plan land use recommendations for the Route 28 Station-South Study Area are proposed to be organized mostly by existing development areas including Arrowbrook, Dulles Technology Center, Dulles Station, Rocks, Dulles Corner and Pomeroy.

The study area is divided into two sections: the Northern Study Area and the Southern Study Area. The Northern Area is defined as the area north of the Merrybrook Run Stream Valley and south of the Dulles Toll Road inbetween Route 28 and Centreville Road. The Southern Study Area is defined as the area south of the Merrybrook Run Stream Valley and north of Frying Pan Road inbetween Route 28 and Centreville Road, and the Village at Dulles Center shopping center to the east of Centreville Road.

Northern Study Area

The majority of proposed change to the existing Comprehensive Plan for the study area is located in what is known as the Northern Study Area, which includes the entire land area considered to be the transit-oriented development (TOD) area as defined by Fairfax County's TOD policy as well as other land area adjacent to the TOD area. The TOD area includes the land located within a ½ mile radius of the planned Route 28 Station south of the station platform.

The Northern Area mostly consists of several larger developments which have consolidated land areas under rezoning actions. These developments include Arrowbrook, Dulles Center, Dulles Station, Rocks, and Dulles Corner. The developments are in various stages of development, from mostly vacant to mostly developed. Dulles Corner is the only area that is likely to experience redevelopment within the next 20 year planning horizon. A majority of the remaining land area likely to experience redevelopment and/or infill development includes the office and hotel buildings located in the Dulles Technology Center, the office site to the west of Rocks, and the industrial property to the north of Dulles Corner.

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It is recognized that the approved and developed parcels in the Arrowbrook, Dulles Station and Dulles Corner developments consist primarily of quality development with a mix of uses. There is an out-of-turn plan amendment and concurrent rezoning for the approximately 14.68 acre Rocks development that is proposed to result in a quality mixed use development integrated with the Route 28 Metro Station facilities. The Route 28 Metro Station facilities located on the south side of the Dulles Toll Road will include a 2,000 space parking structure, kiss-and-ride and bus bays.

Southern Study Area

Most of the Southern Study Area is developed with office, hotel, institutional, townhouses and multi-family residential, and a small amount of retail uses. Except for two churches, all of the development has occurred within the last 20 years, including a significant portion within the last 10 years. Minimal change in the Southern Study Area is anticipated, with the exception of the approximately 83-acre vacant land area known as the Pomeroy Property. This land area is one of the few remaining large undeveloped areas in the Dulles Suburban Center.

Concept Approach

This concept identifies the best opportunities to promote change in the Route 28 Station-South Study Area. Generally, new floor area ratios (FARs) are assigned selectively based on (re)development potential and proximity to the metro station, and the mix of uses are changed in some areas to increase the amount of residential use.

The concept accomplishes the following:

- Focuses the increase in land use intensity in the block that includes the metro station entrance;
- Decreases land use intensity in relation to the distance from the metro station;
- Keeps the small portion of the Dulles Technology Center located within the 0 – ¼ mile ring at 1.5 FAR because there is significant redevelopment/infill potential already;
- Keeps the ¼ - ½ mile ring from the metro station platform at 1.25 FAR because there is significant redevelopment/infill potential already;
- Increases the intensity on only one parcel in the Dulles Station development in recognition of existing buildings and the need to tier intensity away from the metro station;
- Increases the intensity of Mt. Pleasant Baptist Church;
- Keeps the same use and intensity for areas with minimal redevelopment potential;
- Keeps the same mix of uses approved for the Arrowbrook, Dulles Station, Dulles Center, and Dulles Executive Plaza developments and proposed for Rocks;

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- Changes the mix of uses from 70/30 to 60/40 non-residential/residential (The 60% non-residential consists of 50% office, 8% hotel and 2% retail) for the remaining areas with (re)development potential such as the Dulles Technology Center, Dulles Corner and Pomeroy Property.

It is anticipated that the proposed Comprehensive Plan amendment will likely have development area-specific recommendations that provide some flexibility in order to encourage and guide infill development or redevelopment with an appropriate mix and intensity of uses. Additionally, the recommendations will include provisions for quality parks/open space, improved multimodal connectivity, quality design and similar guidance.

Next Steps in the Planning Process

- Staff to test the proposed concept for impacts to transportation, schools, parks and public facilities such as utilities and public safety.
- Working Group to discuss Area-wide Comprehensive Plan recommendations and urban design guidelines.
- Staff to review impact analyses, make potential revisions to the proposed concept and present to the Route 28 Station-South Working Group for additional input.
- Staff to development draft area-wide and land use recommendations based on final concept and Working Group to prepare their report.